by DGCA basd on the manufacture's requirements and are followed by the operator. All inspections including the checks before flights as called for in the maintenance program are carried out by Air Maintenance Engineers.

(b) Some cases of tyre burst incidents have been reported at Delhi and Mumbai airports in respect of India Airlines and Air India Airplans.

(c) and (d) the airworthiness control and the safety oversight required to be exercised on the engineering activities by the operators is carried out by DGCA officers. Ail incidents and accidents are investigated and remedial action taken to avoid recurrence. If after investigation, it is found necessary by the DGCA and/or the operator, responsibility is fixed and action is taken against the person(s) concerned.

(e) No such record is available with Air India and Indian Airlines.

**Improvement in flight operations**

3199. SHRI THANGA TAMIL SELVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the value of passenger air traffic during the last three years, year-wise and sector-wise;

(b) the details of infrastructure development at the airports during the past three years;

(c) the reasons for the regular delay/cancellation of flights etc; and

(d) the steps taken to improve the efficiency of flight operations?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The year-wise total number of air passengers handled at various airpots during the last three years *i.e.* 2003-04, 2004-05 and 2005-06 is 487.8 lakhs, 596.84 lakhs and 733.38 lakhs respectively. Airports Authority of India (AAI) does not maintain sector-wise passenger traffic.

(b) During the last three years, various infrastructure development works relating to expansion/strengthening and construction of runway, terminal buidling, apron, isolation bay, link taxiway, taxi track, landing facilities, parking bays, car parking etc. have been undertaken by AAI at Delhi, Mumbai, Kolkata, Chennai, Trivandrum, Amritsar, Jaipur, Bhuj, Surat, Lucknow, Agartala, Porbandar, Bhavnagar, Jammu, Varanasi,

Impahal,Agartala, Vadodara, Kangra, Khajuraho, Ahmedabad, Dimapur, Pathankot and Leh airports.

(c) and (d) The nature of air travel being highly complex and dependent on many diverse factors, one of the prime concerns is safety of both aircraft and passengers. The delays are mostly due to technical factors like airworthiness of the aircraft, landing aids etc. and external conditions such as weather etc. and flights are operated only when all parameters for safe operations are met. In view of the above, the minimization in the delay in flights is a continuous process. All technical delays are closely monitored and corrective actions are initiated to avoid recurrence. There are standing Delay Monitoring Committees and technical Cell in line Maintenance Division of the airlines for this purpose. The State-of-the-art automated air traffic service systems have been installed at Delhi and Mumbai airpots under the modernisation programme. Efforts are also being made to improve the physical infrastructure to increase the handling capacity and reduce delays.

**Development of Surat airport**

†3200. SHRI KANJIBHAI PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the plan for development of Surat airport; and

(b) the provisions made in the Union Budget for the same during 2006-07 alongwith the details of its implementation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVILAVIATION (SHRI PRAFUL PATEL): (a) the details of development of Surat Airport are as below:

Extension, widening and strengthening of runway; extension and strengthening of existing apron and construction of new technical block cum control tower, There is also a plan for construction of new terminal buidling to cater 240 passenger.

(b) Provision of Rs. 17.71 crores has been made in the Capital budget of Airports Authority of India for 2006-07 for the above said works. Works other than new terminal building are likely to be completed by December 2006 and work of new terminal building is likely to be completed by March 2007.

† Original notice of the question was received in Hindi.